

# **Statewide Logistics Task Force: Starting A Plan for North Carolina**

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# House Bill 1005

Session Law 2007-551

- Instructed the North Carolina Office of State Budget and Management to *develop a statewide logistics plan that addresses the State's long-term economic, mobility, and infrastructure needs.*
- \* *Final product a high level proposal to start the creation of a true "logistics" based culture. ([www.ncdot.gov](http://www.ncdot.gov))*

# Statewide Logistics Plan for North Carolina: Issues and Recommendations for Action

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## Team Members:

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# Issues Discovered

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- ❑ NCDOT can and should directly support economic development
- ❑ NCDOT and NCDOC should regularly align plans and outreach strategies
- ❑ NCDOT needs to be more pro-active, less reactive
- ❑ NCDOT needs to be engaged globally, while acting locally

# Implementation Options

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- A. Create a new cabinet-level department
- B. Create a new, essentially independent authority
- C. Re-orient the North Carolina Department of Transportation Board of Transportation committee structure toward freight logistics
- D. Create a joint agency task force or committee – e.g., between NC DOC and NC DOT – to focus on freight logistics
- E. Create a new “freight logistics” program and advisory council structure either within the Department of Transportation (preferably) or Commerce, staffed by existing employees

# Suggested Schedule

	Short-term (0 – 5 years)	Medium-term (5 – 15 years)	Long-term (15 – 25 years)
<b>Across all modes</b>	<ul style="list-style-type: none"> <li>▪ <u>Create a Freight Logistics Authority</u></li> <li>▪ <u>Study linkages between transportation and economic development</u></li> <li>▪ <u>Develop data and performance metrics</u></li> <li>▪ <u>Support existing and future industries</u></li> <li>▪ <u>Support innovations in transportation infrastructure</u></li> </ul>	<ul style="list-style-type: none"> <li>▪ <u>Track and participate in freight initiatives (federal, multi-state, etc.)</u></li> <li>▪ <u>Support NC DOC initiatives and grow a knowledge-based economy</u></li> <li>▪ <u>Land bank for future freight-related facilities</u></li> <li>▪ <i>Eliminate freight bottlenecks</i></li> <li>▪ <i>Make investments in a few new corridors (multimodal, military)</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ <u>Monitor and support system's health through Programmatic Initiatives</u></li> <li>▪ <u>Plan for and create freight hubs (public- private cooperation)</u></li> </ul>

	Short-term (0 – 5 years)	Medium-term (5 – 15 years)	Long-term (15 – 25 years)
<b>Air</b>	<ul style="list-style-type: none"> <li>▪ <u>Control land use in flight path areas</u></li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>Improve access to airports, esp. highways</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>Create ubiquitous air cargo support</i></li> </ul>
<b>Highway</b>	<ul style="list-style-type: none"> <li>▪ <u>Transition NC DOT to an operations-focused agency</u></li> <li>▪ <i>Mitigate moderate to severe congestion in collector/ distributor networks, urban interstates and connectors</i></li> <li>▪ <i>Provide adequate truck parking</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>Make I-95 investments (supports pass-through traffic)</i></li> <li>▪ <i>Create Charlotte to Wilmington multimodal corridor</i></li> <li>▪ <i>Enhance, expand the primary highways of the National Truck Network</i></li> </ul>	
<b>Ports</b>	<ul style="list-style-type: none"> <li>▪ <u>Offer support for NCIT EIS process</u></li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>Support efforts to build NCIT (supports import/export activities)</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>Improve rail and road access to/from (supports import/export activities)</i></li> </ul>
<b>Rail</b>	<ul style="list-style-type: none"> <li>▪ <u>Encourage the Crescent Rail Corridor</u></li> <li>▪ <i>Retain existing rail corridors; halt track removal</i></li> <li>▪ <i>Support short-line infrastructure improvements</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ <u>Coordinate schedules carefully to optimize freight and passenger services</u></li> <li>▪ <i>Create Charlotte to Wilmington multimodal corridor</i></li> <li>▪ <i>Expand high-use corridor capacity</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>Provide rail access to NC SPA inland terminals</i></li> </ul>

Notes:

Underlined text = policy-based actions to support infrastructure decision-making

*Italic text* = infrastructure actions

# Create a **Freight Logistics Authority**

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- Purpose: Guide, oversee, and synchronize investments in transportation infrastructure
- Method: Take actions and advise the Governor about investments that will improve the state's prosperity and quality of life.
- \* *Utilize existing position/role?*

# Grow a Knowledge-Based Economy

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## Action 1 of 7

### WHY

- ❑ Decline of manufacturing in NC (26% in 1990, 13% in 2007)
- ❑ New economy: health care, education, services
- ❑ Support of DOC goals and initiatives

### HOW

- ❑ Invest in universities, research enterprises, services that support a high quality of life
- ❑ Invest in infrastructure that supports knowledge-based industries
- ❑ Redouble emphasis on Interstates; complete intrastate system

# Support Existing Industries

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## Action 2 of 7

### WHY

- ❑ Manufacturing is retooling to produce customized products
- ❑ Supply chain managers now lease instead of buy distribution centers
- ❑ Agility to respond to transforming markets is critical

### HOW

- ❑ The best truck, rail and air cargo infrastructure
- ❑ Network connectivity
- ❑ Intermodal connectivity
- ❑ Strategic, keenly-focused investments
- ❑ Cyber infrastructure
- ❑ Reconfigurable facilities

# An Operations-Focused Agency

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## Action 3 of 7

### WHY

- ❑ Focus on quality of service such as reliable travel times, safety, and security
- ❑ Minimize non-recurring congestion, clearance times for incidents
- ❑ Avoid unsynchronized, piecemeal projects across NC

### HOW

- ❑ Understand value DOT adds to logistics and actively market it
- ❑ Be accessible 24/7 e.g. permits
- ❑ Think in terms of marketing service and customer support and agency configuration to support these activities
- ❑ Lead partnerships with other agencies and private partners
- ❑ Be proactive, not reactive, with outcome-focused actions

# Support Pass-Through Traffic

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## Action 4 of 7

### WHY

- ☐ Be a best-practice bridge state in high-profile markets
- ☐ Capture revenues to pay for services
- ☐ Be the go-to state for supporting services
- ☐ Increase the likelihood of firms establishing support services in NC

### HOW

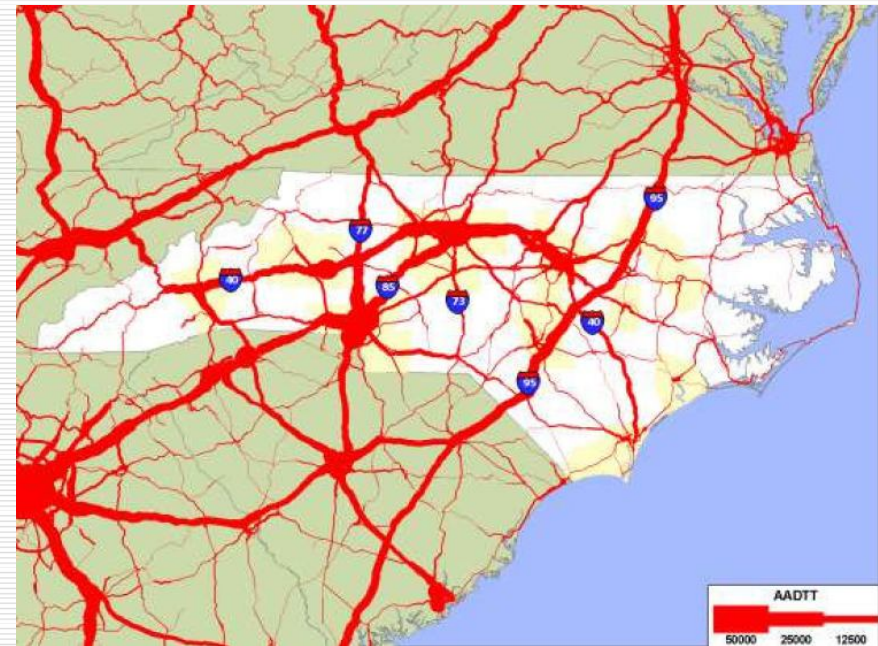
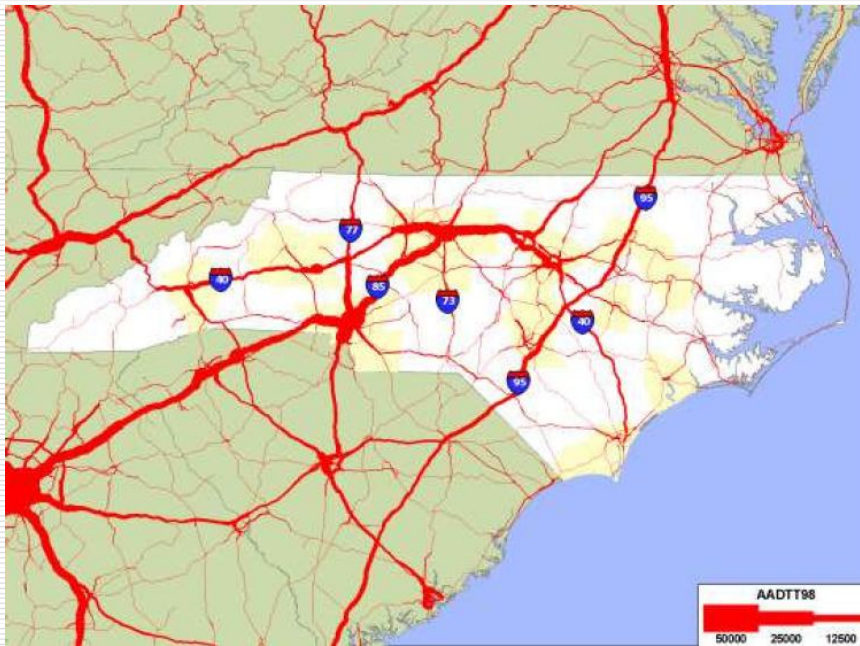
- ☐ Be a pro-active partner
- ☐ Offer services such as truck parking, internet services
- ☐ Be involved in the Critical Commerce Corridors (ARTBA)
- ☐ Be a key player in the Federal Freight Corridors Initiative

# Support Pass-Through Traffic

## Average Annual Daily Truck Traffic

1998

2007



# Support Import/Export Activity

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## Action 5 of 7

### WHY

- ☐ Capitalize on lift capacity and location
- ☐ Capitalize on shift to westbound shipping patterns
- ☐ Capitalize on Panama canal widening
- ☐ Support military needs

### HOW

- ☐ Reconfigure / enhance the ports
- ☐ Improve port access
- ☐ Think inland about port support, not just coastal
- ☐ Pick target markets

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# Support Military Activity

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## Action 6 of 7

### WHY

- ❑ 3<sup>rd</sup> largest active duty military personnel state
- ❑ NC bases now command centers
- ❑ Need for base support services and quick activation of forces

### HOW

- ❑ Specialized lift capacity (e.g., high risk items)
- ❑ Capitalize on Sunny Point
- ❑ Attract manufacturing activity
- ❑ Link to research and development
- ❑ Provide targeted support services

# Innovative Infrastructure

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## Action 7 of 7

### WHY

- ☐ Prepare for future needs
- ☐ High productivity reduces capacity demand
- ☐ 21<sup>st</sup> century logistics is all about tracking and responsiveness
- ☐ High operability leads to efficient and effective use

### HOW

- ☐ Ubiquitous WiFi / IT
- ☐ RFID support
- ☐ Inland distribution centers
- ☐ Universal rail access
- ☐ Increased rail capacity
- ☐ Land banking
- ☐ Landside air cargo support

# Summary

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- ❑ North Carolina should act:
  - commit to coordinating economic development and infrastructure investment
  - focus on jobs, increasing the income stream, improving quality of life
- ❑ Form a Logistics Work Team
- ❑ Better coordination of actions of the various transportation related entities

# Where to next?

## **Executive Order 32**

- Established North Carolina Logistics Task Force
- Lt. Governor Walter Dalton – Chair
- Governor's Senior Advisor Al Delia – Vice Chair
- Identified Deliverables / Expectations
- Members:
  - Sen. Jenkins
  - Rep. Cole
  - Secretary Conti
  - Secretary Crisco
  - Secretary Freeman

# Where to next?

## North Carolina Logistics Task Force

### Mission:

- The mission of the task force is to *strategically create jobs and recruit industry* by developing an efficient and cost effective vision plan for the seamless movement of *people, goods and information* throughout the state of North Carolina.

# Where to next?

## North Carolina Logistics Task Force

### Goals:

- *Assess the existing resources and project future needs of the state's multi-modal transportation systems* (aviation, ferry, highway, ports, rail and transit), as well as water, sewer and broadband capabilities.
- Investigate reductions or *transfer of functions from existing governance structures to aid coordination efficiency* and avoid duplication.
- Identify the *regional programs and infrastructure that support industries vital to the State's long term economic viability*.
- Explore *public-private partnerships in transportation and economic development* that support the overall plan.
- Recommend *short, medium and long range plans to the Governor and General Assembly* to integrate operation seamlessly and manage state funds more strategically.

# Where to next?

## North Carolina Logistics Task Force

### Status:

- GIS Mapping Started on Infrastructure Inventory
- 1<sup>st</sup> Introductory Meeting of Members on 2/5/10
  - Future Task Force “Working” Meetings
- Regional “Educational” Outreach Sessions
  - 7 Economic Region Focus
  - Seeking Local Input/Insight
    - Develop Process to Allow Local Input
  - Charlotte (3/16/10) / Greensboro (4/22/10)
- Creating 7 Economic Region Subcommittees
- Gather Local, State & National “Best Practices”

**2009-2010 NORTH CAROLINA State Transportation Map**

**Legend:**

- Interstate:** Red line with blue and red shields
- Major Road:** Red line with blue shield
- Minor Road:** Red line
- Waterway:** Blue line
- Unimproved Road:** Yellow line
- Trail:** Green line
- Other:** Various colored lines and symbols

**Scale:** 1 inch = 50 miles

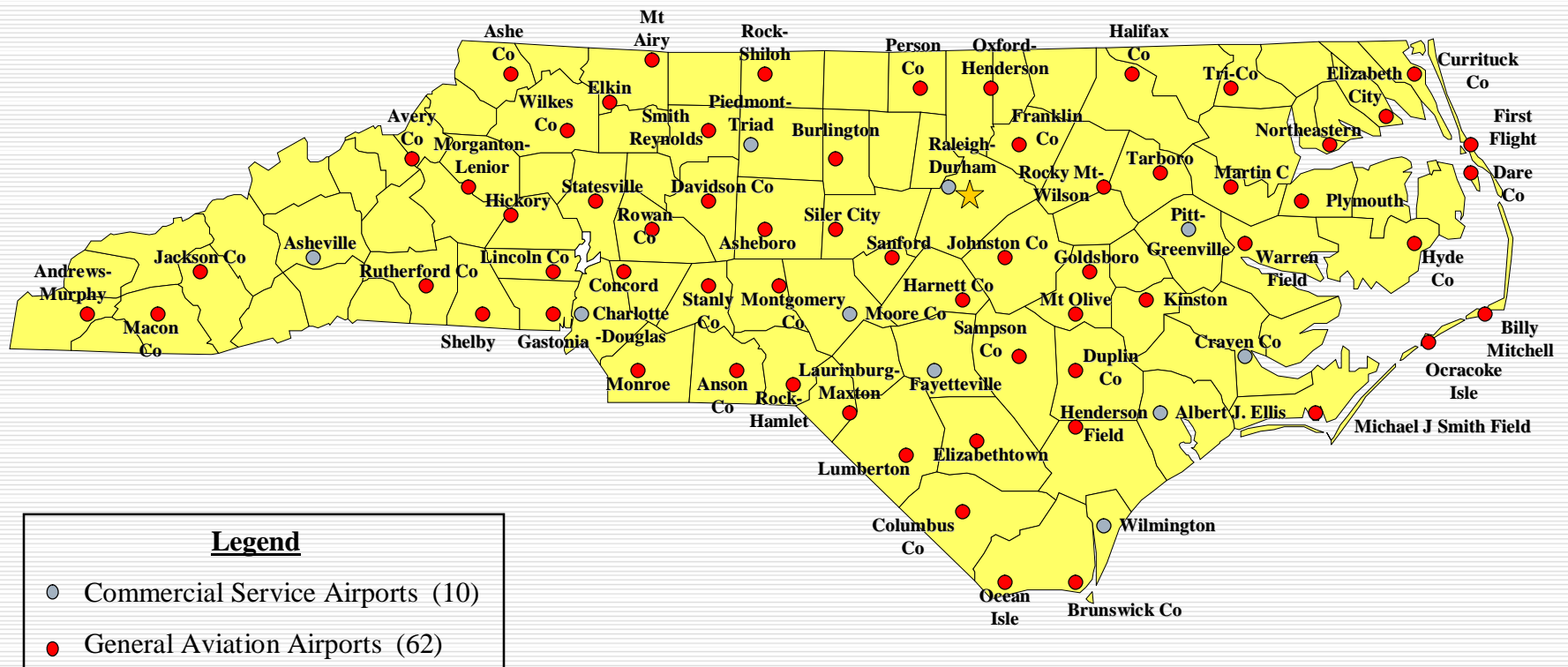
**Compass Rose:** North arrow pointing towards the top right.

**Inset Map:** Shows the location of North Carolina within the United States.

**Map Details:** The map shows a dense network of roads across North Carolina, with major cities like Charlotte, Raleigh, and Durham clearly marked. The Atlantic Ocean is visible to the east.

# North Carolina Airports

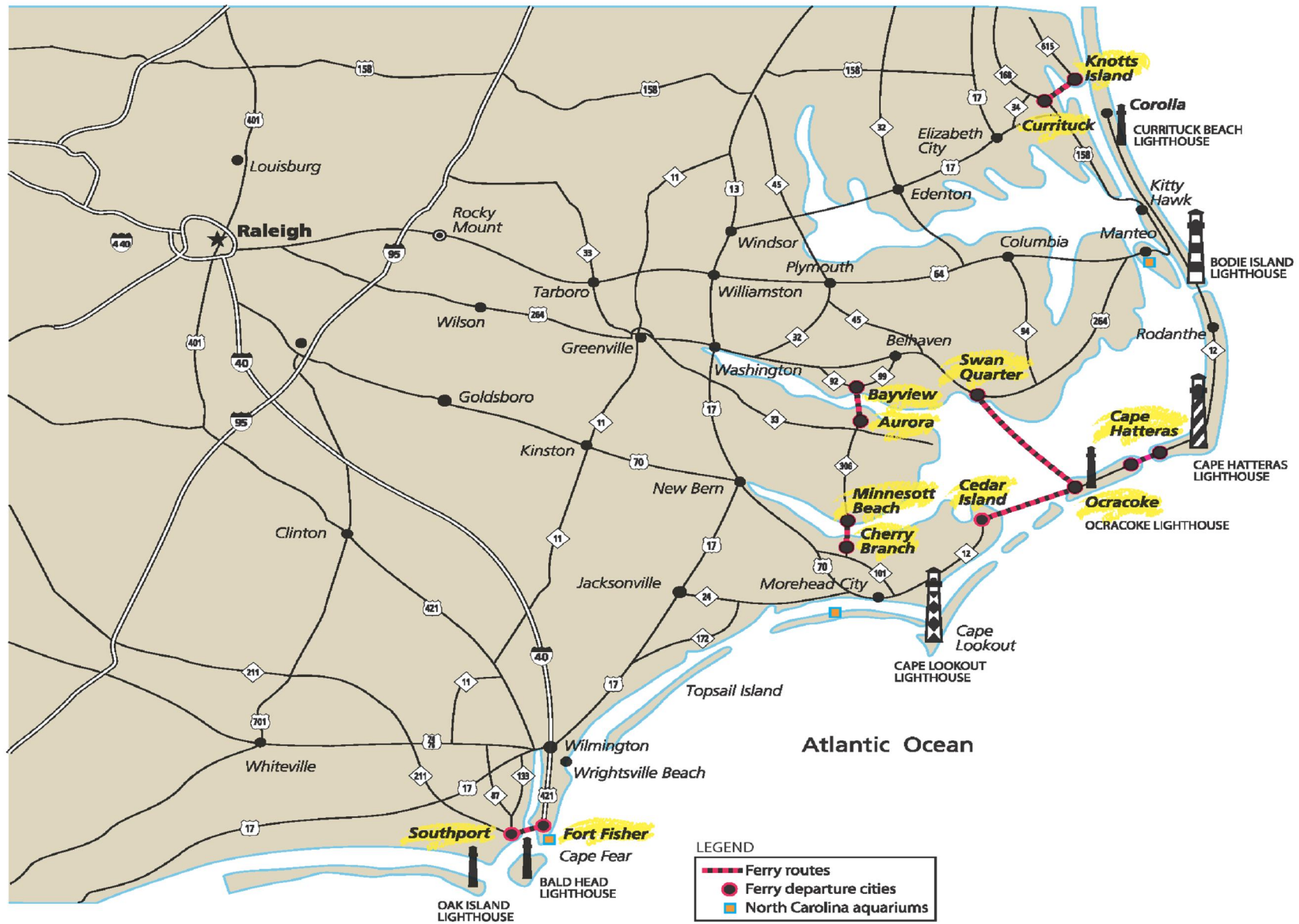
(72 \*NPIAS Publicly Owned / Operated Airports)



\*NPIAS - National Plan of Integrated Airport Systems

# Ferry Routes & Tourism

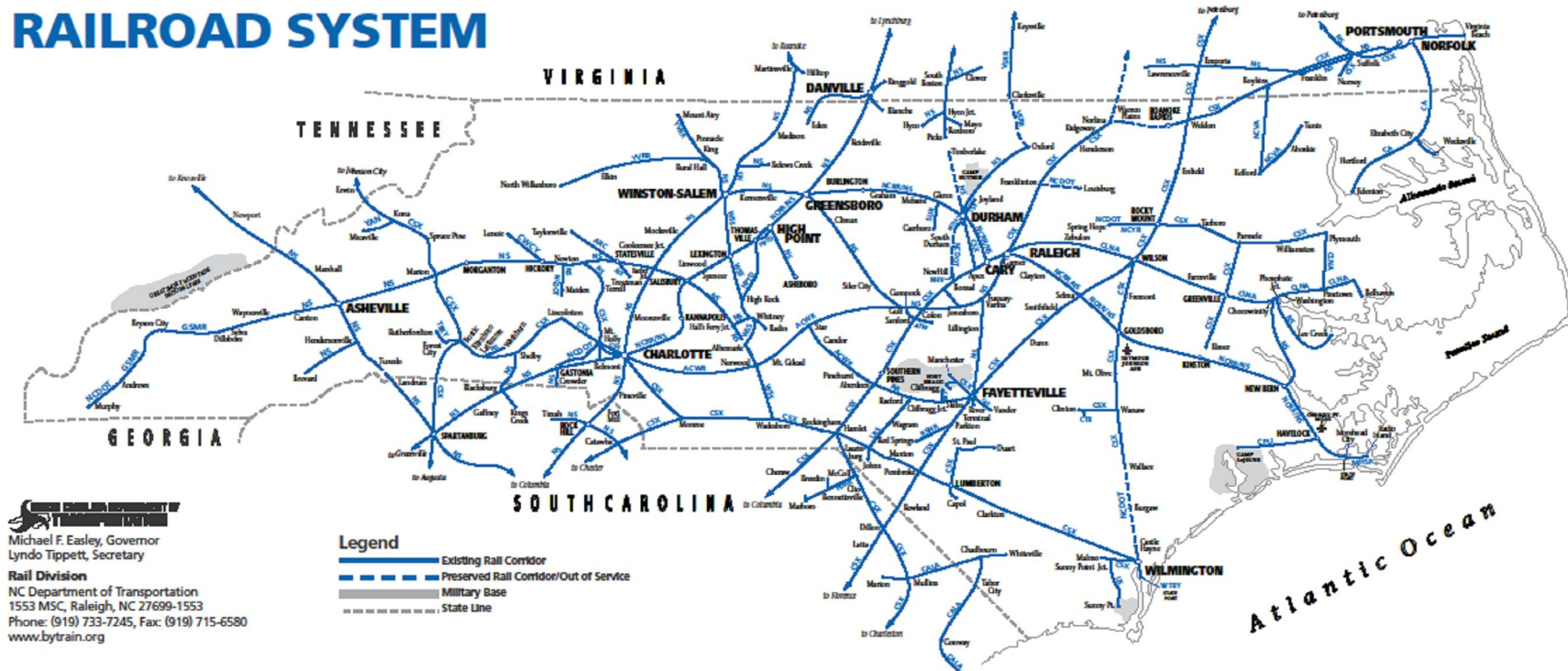
**(2<sup>nd</sup> Largest in the US)**



# Significant Rail Opportunities

## (Class I / Shortlines / NCRR / NCDOT - Rail)

### North Carolina RAILROAD SYSTEM



Michael F. Easley, Governor  
Lyndo Tippet, Secretary

#### Rail Division

NC Department of Transportation  
1553 MSC, Raleigh, NC 27699-1553  
Phone: (919) 733-7245, Fax: (919) 715-6580  
[www.bytrain.org](http://www.bytrain.org)

#### AMTRAK Stations in North Carolina

Burlington	Fayetteville	High Point	Salisbury
Cary	Gastonia	Kannapolis	Selma
Charlotte	Greensboro	Raleigh	Southern Pines
Durham	Hamlet	Rocky Mount	Wilson

Information: 1-800-BYTRAIN (1-800-298-7246)  
Reservations: 1-800-USA RAIL (1-800-872-7245)

Railway Association of North Carolina  
[www.ncrailways.net](http://www.ncrailways.net)

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REPORTING MARK	RAILROAD NAME
ACWR	Aberdeen Carolina & Western Railway
AR	Aberdeen & Rockfish Railroad
ARC	Alexander Railroad
ATW	Atlantic & Western Railway, LP
CA	Chesapeake & Albemarle Railroad
CALA	Carolina Southern Railroad
CFR	Cape Fear Railways
CLNA	Carolina Coastal Railway
CPLJ	Camp Lejeune Railroad
CSX	CSX Transportation

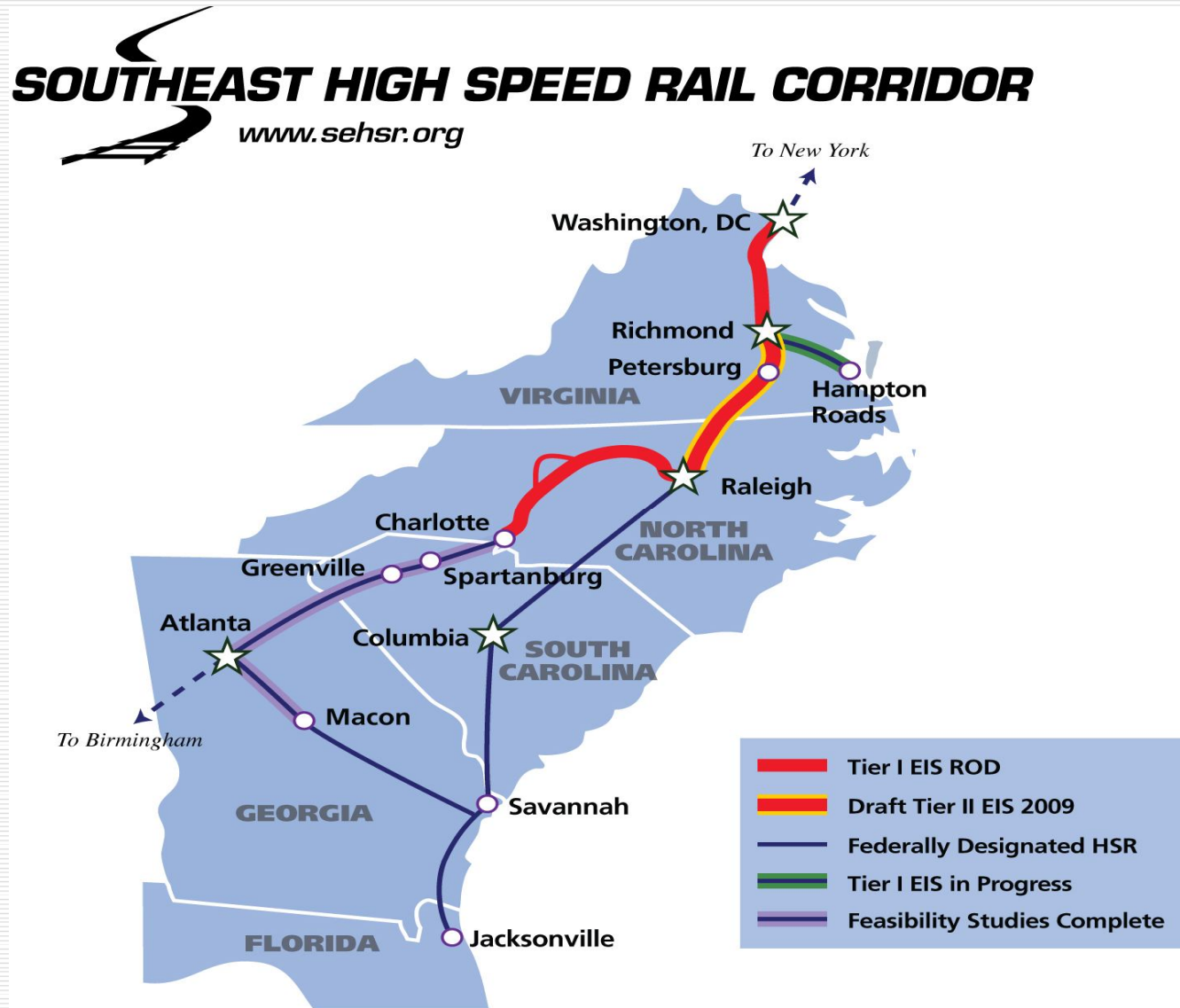
REPORTING MARK	RAILROAD NAME
CTR	Clinton Terminal Railroad
CW/CY	Caldwell County Railroad
HPTD	High Point, Thomasville & Denton Railroad
LRS	Laurinburg & Southern Company, Inc.
MHSF	Morehead and South Fork Railroad Company
NCDOT	N.C. Department of Transportation
NCRR	North Carolina Railroad Company
NCVA	North Carolina & Virginia Railroad
NHV	New Hope Valley Railroad
NS	Norfolk Southern Corporation

REPORTING MARK	RAILROAD NAME
PDRR	Pee Dee River Railway
RSNR	Red Springs & Northern Railroad
SUR	State University Railroad
TBRY	Thermal Belt Railway
US	US Military
VSRR	Virginia Southern Railroad
WSS	Winston-Salem Southbound Railway
WTRY	Wilmington Terminal Railroad, Inc.
YVRR	Yadkin Valley Railroad



# Passenger Rail

(Existing / West / East)



# North Carolina Railroad Company

## North Carolina Railroad Company Corridor



- North Carolina Railroad Company
- CSX Transportation
- Norfolk Southern
- Various Shortlines

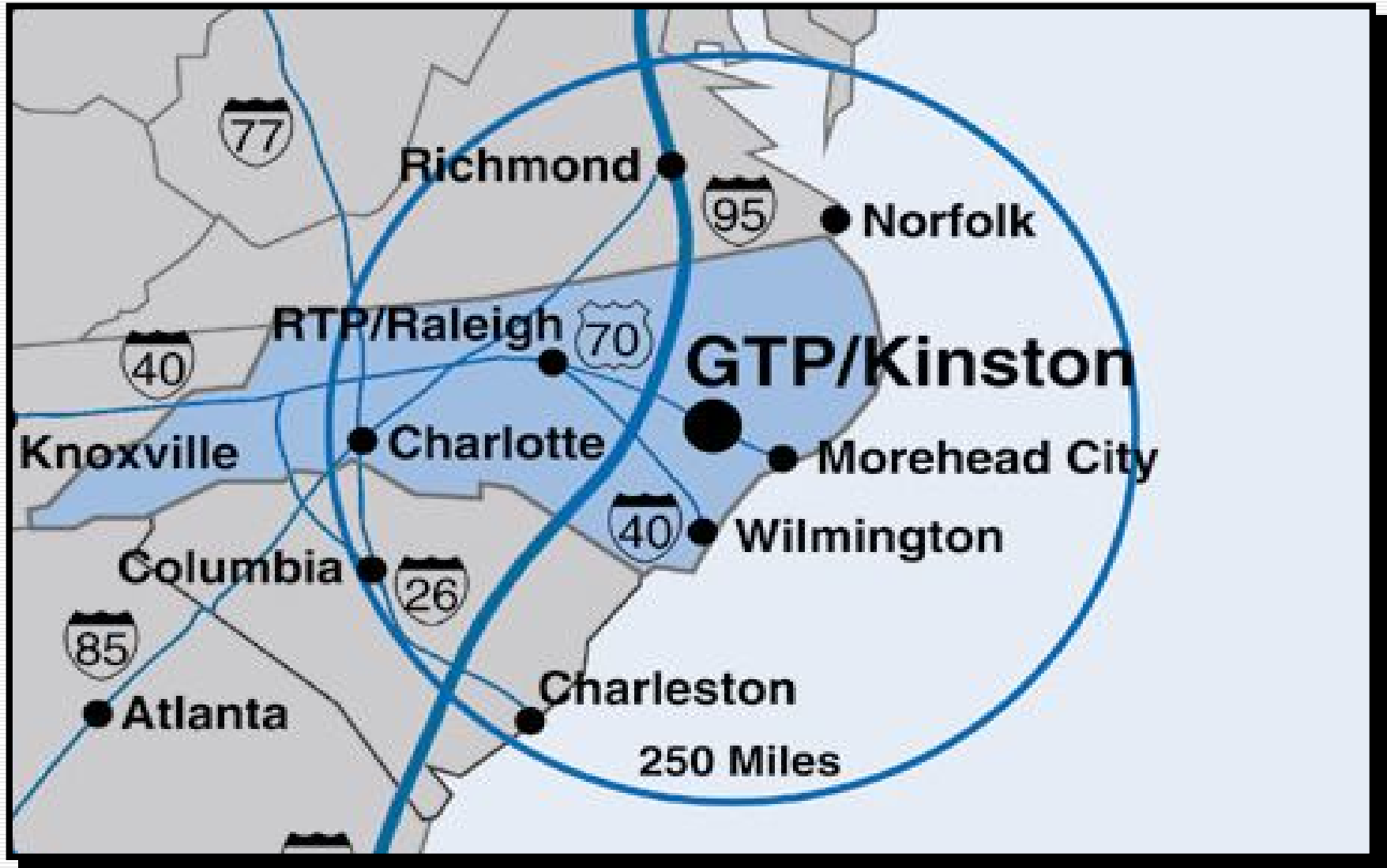


# Global TransPark (GTP)

- Global Air Cargo Industrial Complex Created in 1991
- Kinston Regional Jetport transferred in 1999
- Runway opened to 11,500 feet in 2002
- Aerospace Anchor Tenant in Spirit
- State Emergency Response Tenants
- Aviation Oriented Tenants
- Highway Access
- Rail Access
- Available Land



## (GTP) A Strategic Location.



For more information visit our web  
site: [www.ncgtp.com](http://www.ncgtp.com)

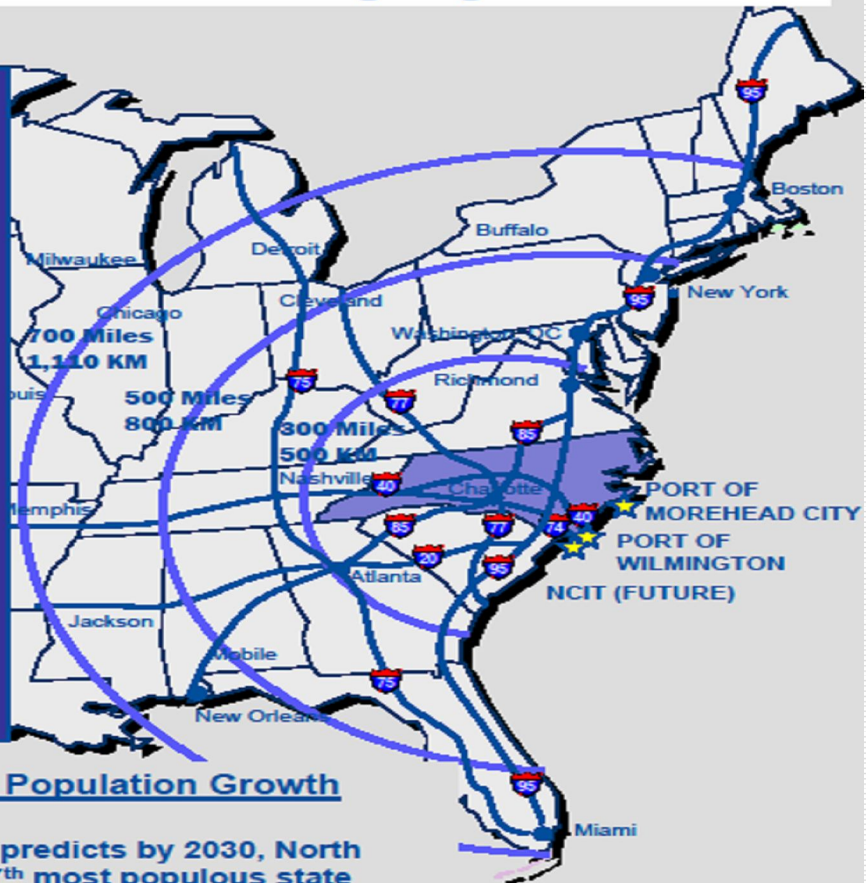
# Sea Access to NC

**North Carolina Ports' Mid Atlantic Position Is Ideal to Support Access to U.S./Canada Markets and one of the Fastest Growing Regional Markets**

## **Market Accessibility**

**Within 700 miles/1,110 km of North Carolina's Borders Are:**

- ❖ 170 million U.S. and Canadian consumers
- ❖ 65 of the country's top 100 metropolitan areas
- ❖ 58.2% of total U.S. retail sales
- ❖ Central East Coast location

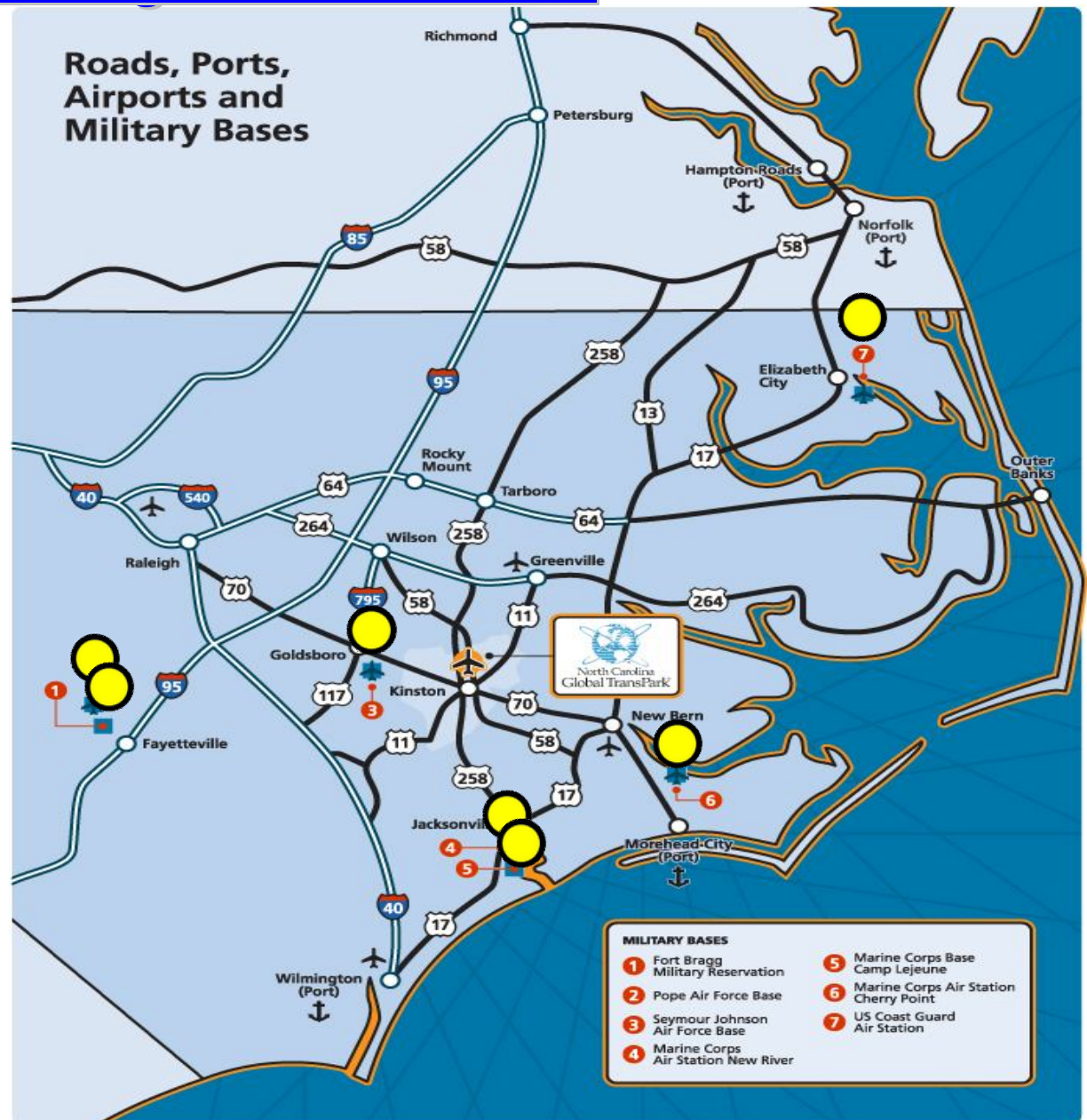


## **North Carolina Population Growth**

- U.S. Census Bureau predicts by 2030, North Carolina will be the 7<sup>th</sup> most populous state (currently 10<sup>th</sup>).
- From 2000 to 2020, North Carolina's population is expected to surge by 55%, increasing by an additional 4.4 million people, according to government projections.

## A Strong Military Presence

- Convenient to multiple ports
- Improved interstate highway access
- Improving rail access
- Aviation opportunities



# Foreign Trade Zones

- ❑ NC Ports – Wilmington / Morehead City
- ❑ Global TransPark
- ❑ Raleigh/Durham
- ❑ Piedmont Triad
- ❑ Charlotte

# Thank you

- Questions?
- Contact information:
  - Roberto Canales, P.E.
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- Background Information
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